

CHAPTER 6 KEY POINTS

Planning for pedestrian friendliness and making bicycle-specific improvements are valuable motor-vehicle trip-reduction strategies. Individual cities and towns in Utah have a good share of responsibility for this task. The way cities envision themselves and guide development have the greatest impact on addressing the needs of pedestrians, bicyclists and their disabled residents. UDOT will work to ensure these needs are addressed within the state transportation system.

UDOT is committed to helping meet community needs for better walking and bicycling access, and will provide a statewide perspective of the overall network that should be a useful guide for community efforts. UDOT considers walking and biking in its system planning and project design as part of implementing Context Sensitive Solutions (CSS). The Utah Transit Authority is a UDOT partner in promoting intermodal connections for walking-transit and biking-transit trips along the Wasatch Front.



[Click here for the UDOT Planning webpage.](#)

Chapter 6 Pedestrians and Bicycles

6.1 Overview

Walking and bicycling are viable modes of transportation. UDOT is aware of the needs of these modes, and actively participates in meeting communities' needs for better non-motorized access and facilities.

Walking is part of every trip. Even when driving for most of a trip, travelers walk some portion – from home to vehicle, parking areas to businesses, and transit stops to shopping areas and community centers. Planning for pedestrian friendliness in communities and the transportation network encourages longer pedestrian trips and can be a valuable motor-vehicle trip-reduction strategy. Additionally, planning for and addressing the needs of wheelchair users and other pedestrians with mobility challenges facilitates their travel requirements. Walkways between residential areas, businesses, commercial centers, and activity centers can provide an alternative to using automobiles for short trips and can reduce the need for short-term and employee parking facilities. Studies indicate that good pedestrian and bicycle accessibility also improves a community's livability — quality of life — and, consequently, its property values.

Bicycling is a clean, economic, healthy, and enjoyable way to get from one place to another. It is increasingly popular for transportation and recreation. Bicycling is much faster than walking and can be a legitimate modal choice for fairly long trips, including daily commuter trips. Bicycle-specific improvements can increase bicycling's rate of use and contribute to motor-vehicle trip reduction, while improving safety for both modes.

Utah's individual cities and towns have a good share of responsibility for making the overall transportation system friendly to pedestrians and bicyclists. Local agencies have the primary power to address the needs of locals and tourists desiring to walk, bike, or have wheelchair mobility within their communities by setting their own vision and aligning their planning and permitting accordingly. UDOT will work to ensure these needs are addressed within the state transportation system. Cities and towns may align their improvement standards to provide adequate facilities for biking and walking along local streets and corridors, and may enact ordinances that require developers and businesses to include on-site facilities or policies that encourage non-motorized modal choices.

6.1



More than 30 percent of adults in Utah reported walking or using a bicycle for transportation purposes at least once a week.

Source: USU Benchmark Study, Phase I, 2003

UDOT will define where pedestrian and bicycle facilities are appropriate on the highway system, determine any additional right-of-way requirements, and incorporate facilities as they become economically, environmentally, and functionally feasible.



A number of cities and counties in Utah have pursued some level of effort for incorporating walking and bicycling into their communities.



Combined bicycle and transit trips along the Wasatch Front has increased markedly since 1996.

UDOT is responsible for examining how walking and biking fit into the transportation system. UDOT will provide a statewide perspective of the overall network that should be a useful guide for community efforts. UDOT considers walking and biking in its system planning and during project design as part of implementing Context Sensitive Solutions (CSS). UDOT will define where facilities are appropriate on the highway system, determine any additional right-of-way requirements, and incorporate facilities as they become economically, environmentally, and functionally feasible.

This chapter provides an overall vision for UDOT's commitment to improving bicycle and pedestrian access as part of the statewide transportation network. It is not intended to supercede the policy information adopted by UDOT in the *2001 Statewide Pedestrian and Bicycle Plan*.

Local Planning and Advocacy

Many cities and counties within Utah have pursued incorporating walking and bicycling into their communities. Three primary focus areas are:

- Tourism and Economic Development - primarily promotional activities to attract tourism travel by bicyclists, through travel brochures or Bicycle Utah membership
- Engineering, Transportation, or Public Works Departments - for bicycle lanes and pedestrian facilities
- Parks and Recreation or Planning Departments - for recreational trails

Local efforts include promoting tourism-related activities, creating citizen or technical committees, incorporating routes into transportation or park master plans, applying for Transportation Enhancement or Congestion Mitigation and Air Quality funds, and constructing facilities. Funds have also been made available through the State Trails Program and through the federal Non-Motorized Trail fund. Both funds are administered by the Department of Natural Resources.

Transit Planning for Walking and Biking Access

Starting in 1996, UTA equipped most of its buses with bicycle racks, using federal highway and federal transit funding.

Bicycle parking is incorporated into light rail station layouts, including racks at all locations and covered parking units at several key transfer points. Additional covered units may be added, based on demand and available funding.

2002 figures collected by UTA showed a weekday use of 2,840 bikes per day in June; 3,108 bikes per day in July; and 3,299 per day in August. This is an average 383 percent increase from the same period in 1998. Weekday bike boardings on UTA bus and rail lines continued as high as 2,402 per day in November and 2,161 per day in December 2002. The high number of bus and rail bike boardings indicates bike-transit travel as a viable year-round commuter transportation mode for northern Utahns. Bike-transit travel will continue to grow as modal interconnectivity improves. According to public comments received, the two-bike rack is often full on some routes and transportation professionals should be looking for new and innovative ways to accommodate bikes on buses.

6.2 Major Focus Areas and Goals

6.2

Governor's Legacy Trails Initiative

This initiative's vision is to provide a statewide network of trails to enhance the quality of life in Utah, ensuring trail and pathway access within 15 minutes of home and work for all Utahns. The idea is to create a legacy to continually improve the quality and quantity of motorized and non-motorized trails for health, fitness, recreation, transportation, and social interaction.

The Governor's Legacy Trails Initiative aims to create a legacy to continually improve the quality and quantity of motorized and non-motorized trails for health, fitness, recreation, transportation, and social interaction.

Needs Assessment

UDOT has archives that hold extensive highway and motor vehicle use data, but very little is known beyond an anecdotal level about travel demand for bicycling or pedestrian use. To make wise decisions about programming the limited funds available for pedestrian and bicycle facilities, UDOT continues to look at strategies and methodologies for documenting bicycle use and areas of pedestrian demand. It will also be important to develop a prioritized needs assessment, similar to what currently exists for the highway system, to catalogue deficiencies in the network so they may be addressed in a systematic fashion.

UDOT Policies on Consideration of Pedestrian and Bicycle Needs

In February 2001, UDOT adopted its first *Statewide Pedestrian and Bicycle Plan*. That document summarizes the planning and public involvement processes used to determine a first-level needs assessment. It contains a section of policies adopted by the Department that support the Context Sensitive Solutions philosophy and UDOT's commitment to a balanced, multimodal approach to transportation needs. The 2001 *Statewide Pedestrian and Bicycle Plan* will remain in effect as a policy document until a specific policy manual is developed. The purpose of this chapter is to illustrate how walking and biking fit within the transportation system and to begin to identify needs for these modes. As the needs assessment is undertaken and community priorities identified, this chapter will be expanded to provide a plan to address those needs.

New highway design and highway widening or upgrading will consider the need for pedestrian and bicycle facilities. UDOT will implement reasonable measures where technically and financially feasible. Sidewalk construction may be planned for and phased over time if demand does not exist at the time of highway construction, or if resolving right-of-way issues or construction costs would unreasonably delay completion of needed road improvements.



6.3 Funding

6.3

Funding for bicycle and pedestrian facilities is currently part of UDOT's construction program and Safe Sidewalks and ADA Ramp programs. New and reconstructed facilities will include widened shoulders, sidewalks, ADA improvements, and school crossings. The Safe Sidewalks program funds new sidewalk construction and street crossings with the local jurisdiction's participation. Additional projects, both on and off the state highway system, will be constructed using Transportation Enhancement funds.

The projects listed below are from the Governor's Legacy Trails Initiative. UDOT will participate when trail projects are adjacent to or cross UDOT right-of-way. This will provide opportunities for UDOT to partner with implementing groups or agencies. Phasing of these projects has not yet been identified.

6.4

6.4 Recommended Projects

Governor's Legacy Trails Initiative

COUNTY	REGION	PROJECT NAME/LOCATION	LENGTH (MI)	PROJECT CONCEPT	ESTIMATED COST
CACHE/BOX ELDER/ WEBER /DAVIS	Region 1	Bonneville Shoreline Trail	50	New Trail	\$2,500,000
CACHE	Region 1	Logan River	10	Unpaved Trail	\$2,850,000
BOX ELDER/CACHE	Region 1	Cold Water Canyon	4	Unpaved Trail	\$1,140,000
SUMMIT	Region 2	Provo Jordan River Parkway	40	Unpaved Trail	\$11,400,000
SALT LAKE	Region 2	Bonneville Shoreline Trail	113	New Trail	\$5,650,000
WASATCH	Region 3	Oakley Rail Trail	27	Unpaved Trail	\$7,690,000
UTAH	Region 3	Provo Jordan River Parkway	22	Paved Trail	\$7,920,000
UINTA	Region 3	Dry Fork Flume	19	Unpaved Trail	\$5,420,000
UINTA	Region 3	Vernal Canals	47	Unpaved Trail	\$13,400,000
WASHINGTON	Region 4	Three Rivers	86	Unpaved Trail	\$24,500,000
GARFIELD	Region 4	Red Canyon to Bryce	9	Paved Trail	\$3,290,000
GRAND	Region 4	New Spanish Trail	25	Unpaved Trail	\$7,210,000
CARBON	Region 4	Price River Walkway	17	Paved Trail	\$6,200,000



A map of the Governor's Legacy Trails is located at the end of this chapter.



